

Mr. N. G. Sanjeeviah.—

It will show that the appointments were not fairly distributed. Will the Government at least see that such injustice will not happen in future?

General Secretary to Government.—

I do not agree that there has been any injustice.

Mr. H. M. Channabasappa.—

When a certain qualification is prescribed for a post, why should you select candidates having some other qualifications even though the latter be higher?

First Member of Council.—

That is not an issue relevant to the question under consideration.

Messrs. H. B. Gundappa (Hassan Taluk) and **A. S. Nanjundappa** (Alur Sub-Taluk).—

Q.—27. Will the Government be pleased to state :—

(a) The total length of the State Fund Road between Bangalore and Mysore?

(b) How many miles of the road have been tarred so far and what is the expenditure incurred per mile?

(c) In how many places deviations of the road have been made and at what cost?

(d) What is the total amount proposed to be spent for tarring, effecting deviations and for beautification, etc.?

Secretary to Government, Public Works Department.—

A.—27. (a) Eighty-seven miles.

(b) Four and a half miles (two and a half miles from Mysore end and two miles from Bangalore end).

Rs. 16,000 including cost of re-metalling, soling and asphalting.

(c) Seven, at a cost of Rs. 1,30,291 up-to-date.

(d) No definite programme is prepared.

The road has still to be improved. Further improvements will be made as funds permit.

Supplementary Questions and Answers.

Mr. K. A. Rahim.—

With reference to (b), may I know in what year the distance of $4\frac{1}{2}$ miles was tarred?

Secretary to Government, Public Works Department.—

About four years ago.

Mr. K. A. Rahim.—

With reference to (c) and (d), may I ask whether in these times of financial stress also, these works could not be postponed?

Secretary to Government, Public Works Department.—

It is necessary to go ahead with them because, while formerly only carts were using the road, now motor traffic has increased and ordinary metalled roads will not stand the traffic. If they are coated with asphalt, they last longer, and in the long run, would prove more economical.

Mr. K. A. Rahim.—

In that case, why should the Bangalore-Mysore road alone be selected? Why not a few District Board roads also?

Secretary to Government, Public Works Department.—

They will be taken up gradually as funds become available. All roads cannot be taken up at once. Besides, this expenditure is met from the income derived from the petrol tax revenue and it has to be utilised on Class I or trunk roads.

Dewan.—

The petrol tax revenue must be spent on arterial roads, *i.e.*, the more important provincial roads. We get Rs. 2 to Rs. $2\frac{1}{2}$ lakhs from the Government of India as our share of the petrol tax. This road, being far more important than other roads, claims the first attention.

Mr. K. A. Rahim.—

If you take up one road in each district, will it not be more equitable?

Secretary to Government, Public Works Department.—

Other districts will have their turn.

Mr. K. A. Rahim.—

When will the tarring of the road in question be completed?

Secretary to Government, Public Works Department.—

If there is money enough, it can be completed in three years.

Mr. K. A. Rahim.—

How many years will it take at the present rate of progress?

Secretary to Government, Public Works Department.—

Throughout the 87 miles, the traffic is not uniformly heavy. Near Bangalore and Mysore, the traffic is heaviest. So that, those portions of the road must be taken up first.

Mr. K. A. Rahim.—

Do not people from mofussil parts contribute towards the petrol tax?

Secretary to Government, Public Works Department.—

That is not the basis of distribution at all. The Government of India have classified the roads into Class I and Class II. Class I roads are trunk roads and they are eligible for being financed from the petrol tax fund.

Mr. K. A. Rahim.—

Is not the Bangalore-Mangalore road also a trunk road?

Secretary to Government, Public Works Department.—

Yes; and in course of time, that road also will receive attention.

Mr. R. Rangaiya.—

What is the object of deviating certain portions of this road?

Secretary to Government, Public Works Department.—

Because the roads near about certain towns are very narrow or have sharp curves and are dangerous, through traffic has to be diverted outside the towns so as to avoid accidents.

Mr. R. Rangaiya.—

Have the people of those towns represented that there have been accidents?

Secretary to Government, Public Works Department.—

Before accidents occur, it is better to take preventive action in the interests of public safety.

Mr. R. Rangaiya.—

What is the expenditure for deviating the road near Channapatna?

Secretary to Government, Public Works Department.—

Eight thousand rupees.

Mr. R. Rangaiya.—

Are you aware that even now through bus traffic is passing through the town?

Secretary to Government, Public Works Department.—

The buses, I understand, go there to pick up passengers.

Dharmapravartha M. L. Nagappa Setty.—

Are Government aware that the Bangalore-Mangalore road is longer than the Bangalore-Mysore road and that the realizations from road cess is much larger in the former case?

Secretary to Government, Public Works Department.—

Yes.

Dharmapravartha M. L. Nagappa Setty.—

Why not take up the work on this road and provide the necessary funds for executing it at least in parts?

Secretary to Government, Public Works Department.—

The difficulty is, the State's share of the petrol tax is too small to admit of two roads being taken up simultaneously.

Dharmapravartha M. L. Nagappa Setty.—

Why not supplement the Government of India's contribution with special grants?

Secretary to Government, Public Works Department.—

The suggestion will be considered.

Mr. J. Mahomed Imam.—

Have the Government of India specified the particular roads to be taken up and the order in which they should be taken up?

Secretary to Government, Public Works Department.—

They have not. We have to do it. We have to prepare the programme for our roads and we shall do it as early as possible.

Mr. T. Madiah Gowda.—

What is the estimated expenditure on account of deviations of this road?

Secretary to Government, Public Works Department.—

The details are as follows :—

				Rs.
1.	Deviation of the road at Wellesley Bridge head	...	15,000	
2.	Do do at Paschimavahini	...	1,400	
3.	Do do at Mandya	...	25,296	
4.	Do do across Hebbahalla	...	33,252	
5.	Do do at Channapatna	...	21,703	
6.	Do do at Bidadi	...	25,640	
7.	Do do at Kengeri	...	8,000	

Total ... 1,30,291

Mr. T. Madiah Gowda.—

If so much money is spent on a single road, how much more will all the other roads cost? Are they not equally important? And when there are so many villages without even cart tracks, will so much of expenditure on the tarring of one particular road be justifiable?

Secretary to Government, Public Works Department.—

As already stated, a classified list of roads will be prepared and a regular programme settled for improving all of them.

Mr. Kolla Narasimha Setty.—

The Bangalore-Honnavar road is full of ruts and pits. When will that be taken up?

Secretary to Government, Public Works Department.—

It will be settled in connection with the classification referred to. I know the road up to Nelamangala is not good and requires attention.

Mr. S. I. Mumtaz.—

Will it be possible to lay out the new deviation road near Channapatna without disturbing the tank?

Secretary to Government, Public Works Department.—

I have not yet seen it. I require notice.

Mr. Mir Mahomed Sahib.—

The Malnad roads are very bad. Will you reserve a portion of the petrol tax for these roads?

Secretary to Government, Public Works Department.—

The income from petrol tax is not much. By allotting it to different roads, no road will benefit materially.

Mr. M. Subbiah.—

How many miles of the Bangalore-Mysore road have to be given asphalt coating?

Secretary to Government, Public Works Department.—

A distance of 30 to 35 miles from Bangalore and the road from Mysore to Seringapatam necessarily require asphaltting.

Mr. M. Subbiah.—

Are you taking up any portion of it this year?

Secretary to Government, Public Works Department.—

No provision is made for it yet. It depends upon the revenue derived from the petrol tax.

Mr. M. Subbiah.—

At least, will the road from Kirangur to Seringapatam be taken up next year?

Secretary to Government, Public Works Department.—

The question will be considered.

Mr. Siddalingappa Setty.—

The Malnad roads stand in need of urgent improvement. On the Chickmagalur-Mangalore road, for example, the traffic is steadily growing. Will Government be pleased to devote early attention to it?

Secretary to Government, Public Works Department.—

It will be noted for consideration.

Mr. Bagamane Deva Gowda.—

Are Government aware that a grant of Rs. 17,000 was allotted this year for special repairs to the Kadur-Mangalore road?

Secretary to Government, Public Works Department.—

Yes.

Mr. Bagamane Deva Gowda.—

Are Government also aware that the authorities of South Canara have spent as much as Rs. 1,05,000 on only 7 miles of their portion of the road?

Secretary to Government, Public Works Department.—

This road will also be noted for consideration.

Mr. Puttaswami Gowda.—

What is the object of spending Rs. 16,000 per mile on the Bangalore-Mysore road? Do the raiyats all over the State benefit by that road, or is it because Government officers make use of it?

Secretary to Government, Public Works Department.—

It is a very important road and requires the first attention.

Mr. Puttaswami Gowda.—

Are Government aware that the Kankanhalli-Malavalli road is very bad? Is it not also an important road?

Secretary to Government, Public Works Department.—

We shall examine the question. But it has to be remembered that that road is less important than the Bangalore-Mysore road.

Mr. Puttaswami Gowda.—

All the same, should not Government allot some funds for its improvement?

Secretary to Government, Public Works Department.—

It may be taken up later on.

Mr. H. K. Madaiya.—

Will the Government be pleased to ear-mark some funds from the petrol tax receipts for the improvement of Maddur-Sivasamudram road which is also important on account of the Bluff?

Secretary to Government, Public Works Department.—

We shall note the request.

Mr. V. Venkatappa.—

What is the purpose of the deviation of the road near Channapatna?

Secretary to Government, Public Works Department.—

As already stated, it is to avoid accidents to children and others.

Mr. V. Venkatappa.—

Are the Government aware that the police are compelling the buses to pass through the heart of the town?

First Member of Council.—

It must be due to some misapprehension on their part. Needful instructions will be issued that the use of the deviation road by motor buses should not be discouraged.

Mr. B. L. Byanna.—

Are the Government aware that tarring the road piecemeal will not be an advantage economically?

Secretary to Government, Public Works Department.—

True; but it is a question of funds.

GENERAL DISCUSSION ON THE BUDGET—(Concl'd.)

MR. P. SUBBARAMA CHETTY commenced by repeating that he was doubtful whether Government would realise the anticipated surplus of Rs. 1,30,000; that out of the estimated revenues, Rs. 18 lakhs comprised of uncertain items, especially under income from gold mining royalty and income-tax, and that it was necessary to check the tendency of over-estimating revenue and under-estimating expenditure. He was anxious that the expenditure should be limited to the extent of the